

Transit Priority Network



Strategic Vision and Near Term Reality for San Francisco



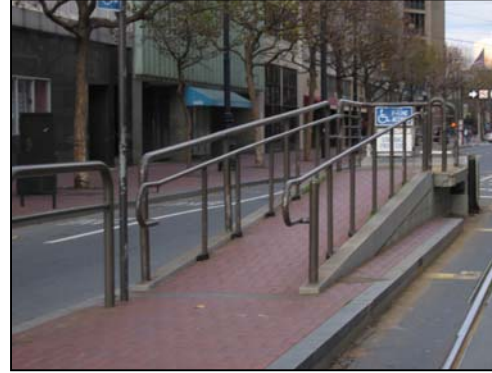
Caltrans BRT Task Force
December 13, 2004

Progress to date



- ◆ Transit First Policy '73
- ◆ TPS Toolkit – developed over 30 yrs
- ◆ Vision for Rapid Transit in San Francisco '02
- ◆ Prop K Expenditure Plan '03 - voter mandate
- ◆ Countywide Transportation Plan '04

Building a TPS Toolkit – Market St.



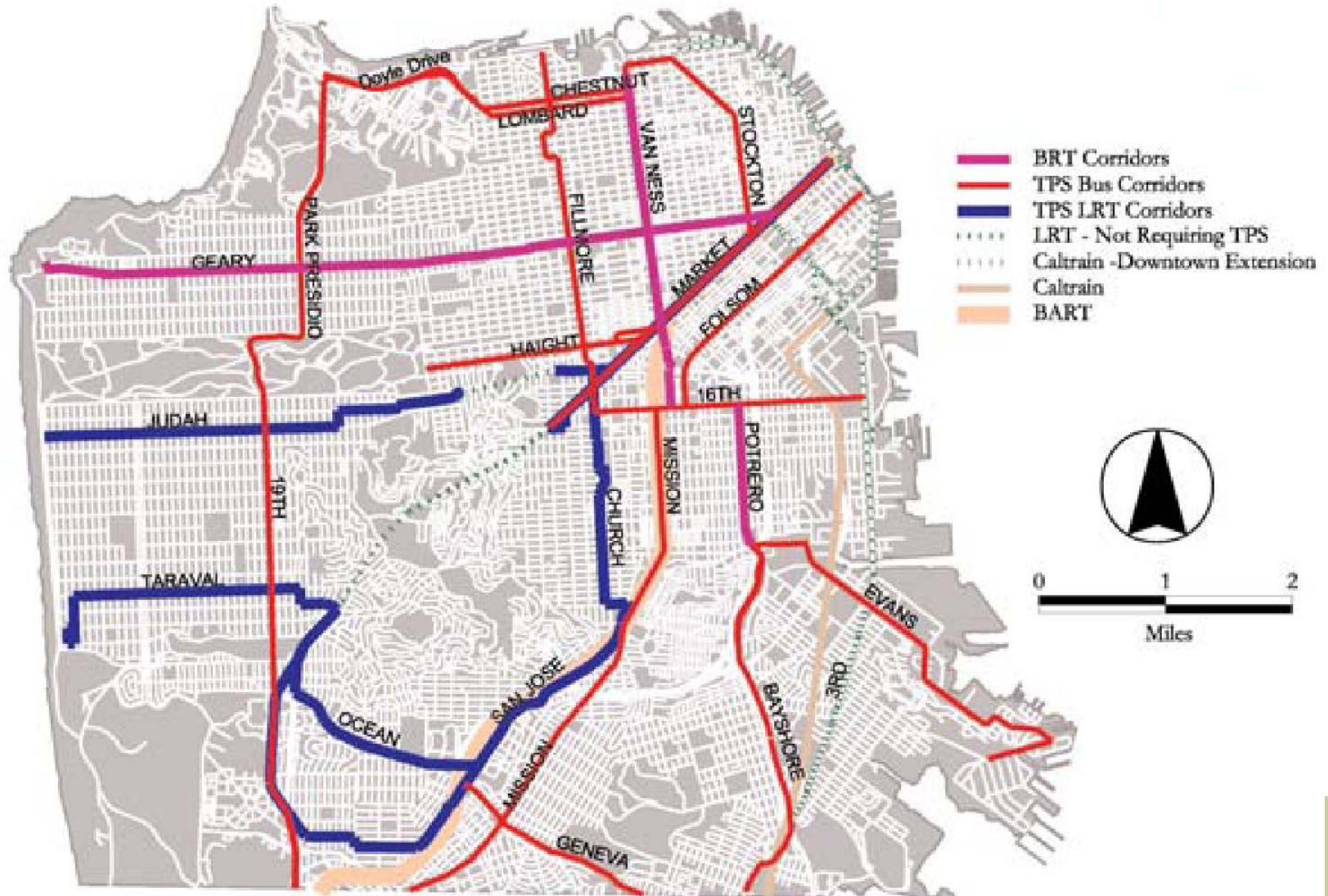
Building a TPS Toolkit – Sansome St.



Building a TPS Toolkit – Mission St.



A Vision for Rapid Transit



Definitions of BRT and TPS



- ◆ Bus Rapid Transit (BRT)
 - Transit only lanes physically separated from auto
 - Distinctive stations and boarding areas
 - Passenger information including real-time arrival info
 - Transit signal priority
 - Streetscape improvements & amenities

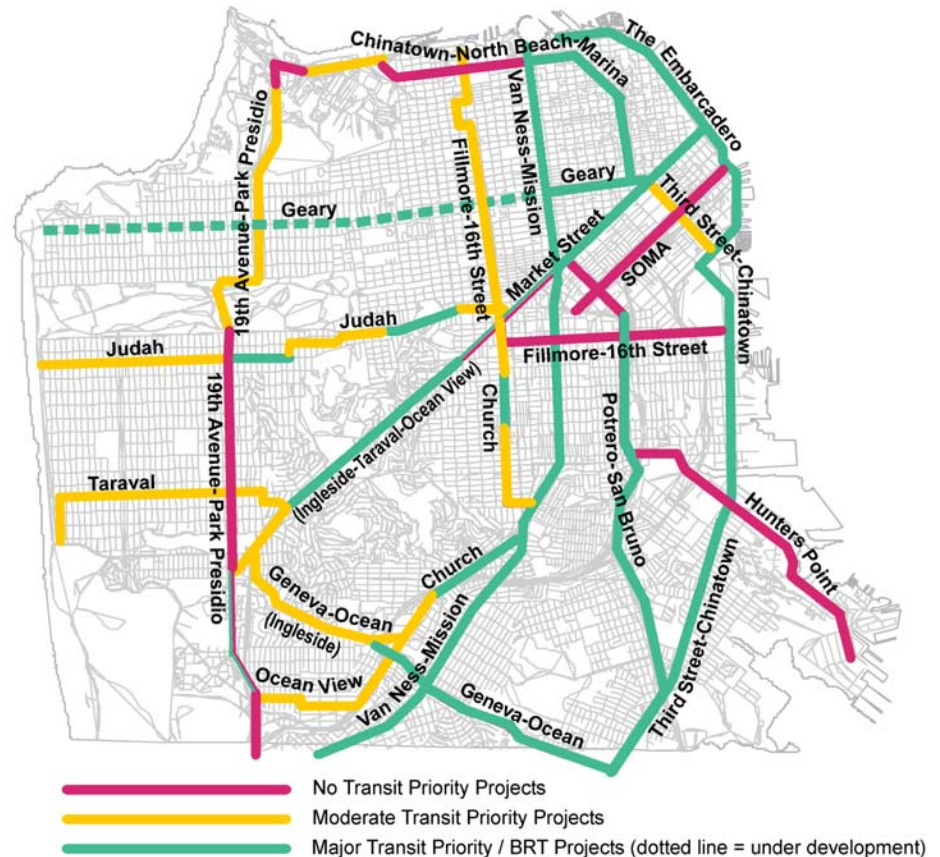
- ◆ Transit Preferential Streets (TPS)
 - Select bus and surface lightrail corridors
 - Transit signal priority
 - Dedicated lanes (peak, exclusive, counterflow)
 - Bus stop improvements (bulbs, boarding islands)
 - Traffic engineering (turn pockets, parking mgmt, etc)

Work in Progress



- ◆ 5-yr Prioritization Plan
 - Prioritization criteria
 - Performance measures
 - BRT/TPS Standards
 - Project list
- ◆ BRT Studies
 - Van Ness Avenue
 - Geary Boulevard
- ◆ Geary Phase 1 TPS Project

Muni TPS Preferred 5-Year Plan



Why BRT/TPS for SF?

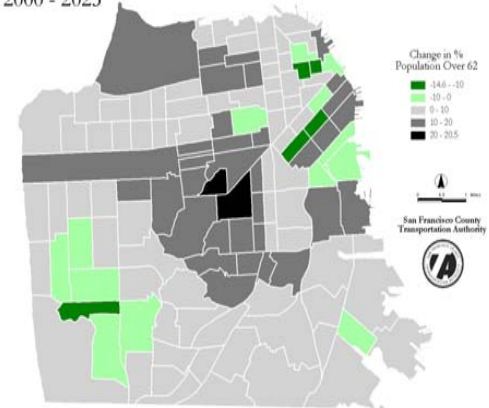


- ◆ Consistent with Transit First Policy
- ◆ Improves rider experience
 - Decreased travel time
 - Increased reliability
- ◆ Improves system efficiency
- ◆ Cost effective with fast results
- ◆ Demographic trends call for new approach

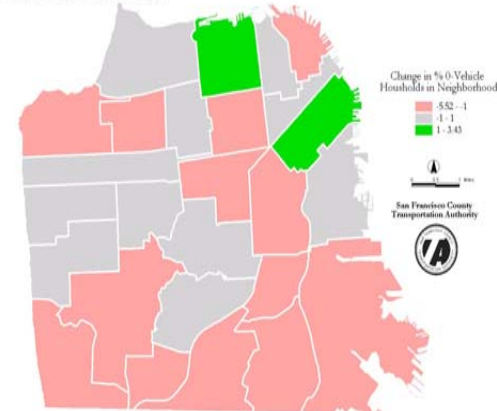
Trends support need for BRT/TPS

- ◆ SF predicting significant growth over next 25 years:
 - 21.5% increase in jobs
 - 5.9% increase in households
- ◆ SF Population is becoming older, wealthier and more motorized
 - 3+ car HH growing fastest

Change in % Population Over 62
2000 - 2025



Change in % 0-Vehicle Households
2000 Base - 2025 Base







Change in % Higher Income Households
2000 - 2025



Trends support need for BRT/TPS



Mode Share Projections for Internal San Francisco Trips with and without Prop K Expenditure Plan

		<u>2000</u>	<u>2025 Base</u>	<u>2025 Exp. Plan</u>
	Auto	54.2%	54.4%	53.7%
	Transit	16.4%	16.2%	17.0%
	Walk	28.3%	28.4%	28.3%
	Bike	1.0%	1.0%	1.0%

Prop K Expenditure Plan



- ◆ \$600M for BRT/TPS including \$90M in local sales tax revenues
 - Geary Boulevard BRT Corridor
 - Van Ness Avenue BRT Corridor
 - Potrero Avenue BRT Corridor
 - 56 miles of Bus and Light Rail TPS Corridors

Van Ness Avenue BRT





- ◆ Existing Conditions
 - Bus speeds 40% slower than auto speeds
 - Delay 50% of total bus travel time
 - Poor reliability - travel times & wait times
 - Bunching leads to crowding
 - Pedestrian crossings difficult
- ◆ Designing Alternatives (for 2010)
 - Center alignment (non-porous)
 - Side alignment (porous – right turns/parking)
- ◆ Next Steps – Test Alternatives in VISSIM

How Could MUNI Service be Better on Van Ness?

Use the dot stickers to tell us how you got here tonight:

<input checked="" type="checkbox"/>	Transit	<input type="checkbox"/>	Drove alone
<input type="checkbox"/>	Drove with others	<input type="checkbox"/>	Got a ride in a car
<input type="checkbox"/>	Walked	<input type="checkbox"/>	Rode a bicycle

Vote for the most important transportation need on Van Ness:

<input type="checkbox"/>	I have to wait too long for the bus
<input checked="" type="checkbox"/>	Traveling by bus on Van Ness is too slow
<input type="checkbox"/>	The bus is not reliable
<input type="checkbox"/>	The bus is too crowded
<input type="checkbox"/>	When driving, I spend too long in congestion
<input type="checkbox"/>	As a pedestrian or bicyclist, I don't always feel safe
<input type="checkbox"/>	It's hard to find parking

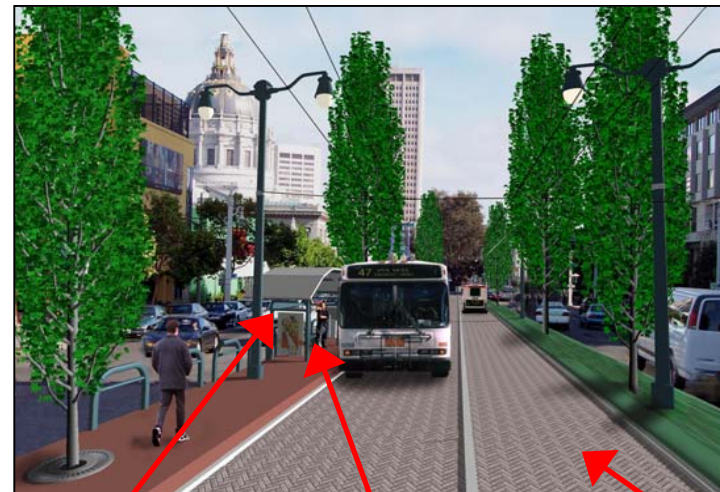
Vote for the best way to improve pedestrian conditions:

<input type="checkbox"/>	Shorter crossing distances (e.g., curb extensions)
<input checked="" type="checkbox"/>	Countdown signals
<input type="checkbox"/>	More time to cross (longer signal time)
<input type="checkbox"/>	More visible crosswalks
<input type="checkbox"/>	Slower traffic
<input type="checkbox"/>	Landscaping and urban design improvements

Vote for how we can best improve transit on Van Ness:

<input type="checkbox"/>	Shorter wait	<input type="checkbox"/>	Faster loading & unloading
<input type="checkbox"/>	Faster travel time	<input type="checkbox"/>	More passenger info (e.g., signs, maps)
<input type="checkbox"/>	Better reliability	<input type="checkbox"/>	Real time info (next bus arrival time)
<input type="checkbox"/>	Better shelter	<input type="checkbox"/>	Less crowded buses
<input type="checkbox"/>	Limited buses	<input checked="" type="checkbox"/>	Give the bus its own lane

One Possible Vision for Bus Rapid Transit on Van Ness



Real time information – shows when the next bus will arrive.

Travel lane for buses only.

“level boarding” - no steps up from waiting area onto the bus.

Geary Boulevard BRT

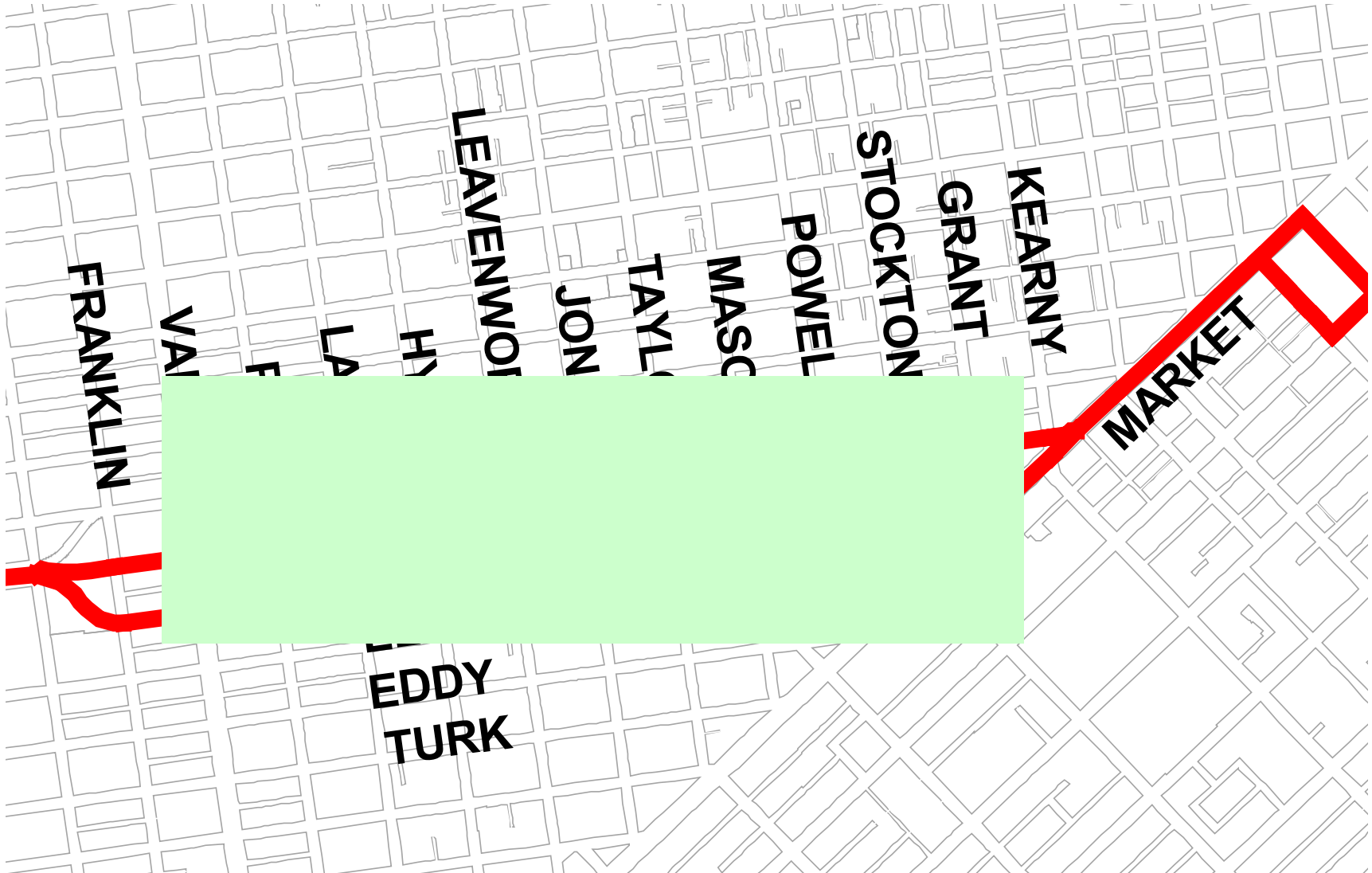


Geary Boulevard BRT



- ◆ Geary Citizens Advisory Committee
- ◆ Documenting Existing Conditions
 - Speed and Delay
 - Schedule/headway adherence
 - Crowding
- ◆ Issued Urban Design RFP
- ◆ Next Steps – Design Alternatives

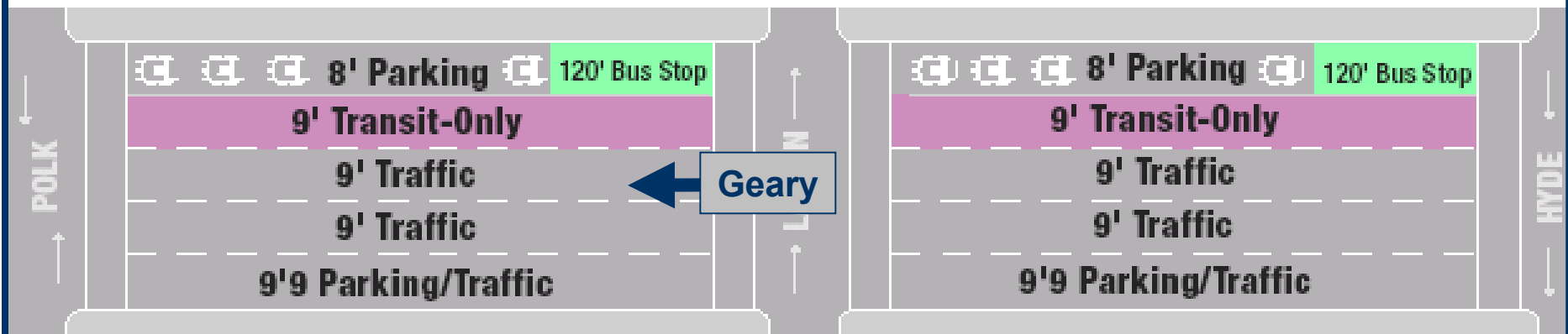
Geary Phase 1 Study Area



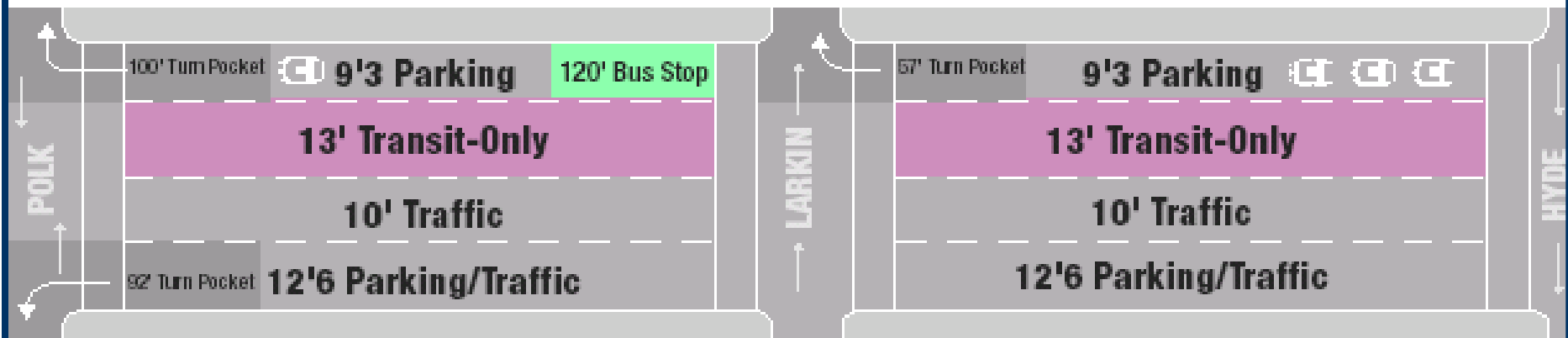
Reconfigured Lanes



EXISTING



PROPOSED



Next Steps



- ◆ Brand TPS/BRT/Metro System (1-2 yrs)
- ◆ Implement 5-yr TPS Plan (1-5 yrs)
- ◆ Implement BRT - Van Ness & Geary (5-7 yrs)
- ◆ Complete BRT/TPS Network (5-15 yrs)